

REMARKS

This response is responsive to the Office Action of September 23, 2004. Reexamination and reconsideration of the application are respectfully requested.

The Office Action

Claims 1-10 and 12-21 stand rejected under 35 USC §103(a) as being unpatentable over Eslinger et al. (U.S. Patent No. 5,613,744) in view of Rangaswamy et al. (U.S. Patent No. 6,293,363).

Claims 11 and 22-26 were indicated as containing allowable subject matter.

The Claims of the Present Application Distinguish Over the Cited References

Claim 1 recites a park brake control valve for controlling a park brake of a vehicle as a function of a park brake control pressure signal.

Eslinger et al. ("Eslinger") discloses a traction control system. However, Eslinger fails to disclose, and is not concerned with, a park brake control valve as recited in **claim 1**.

Rangaswamy et al. ("Rangaswamy") discloses an integrated electronic shift and parking brake system. However, Rangaswamy fails to disclose, and is not concerned with, a park brake control valve controlling a park brake of a vehicle as a function of a park brake control pressure signal as recited in **claim 1**. The Examiner has pointed to an electric park brake control unit (ECU) 32 of Rangaswamy as controlling a park brake of a vehicle as a function of a park brake control pressure signal. However, column 3, lines 51-65 of Rangaswamy, which was specifically pointed to by the Examiner, merely disclose that an electric park brake motor 28 is controlled by the electric park brake control unit (ECU) 32 to

selectively operate brake mechanisms 24, 26 in unison. Although Rangaswamy states the ECU 32 receives several inputs (including an input from shifter 18), the reference fails to disclose, and is not concerned with, any of the inputs to the ECU 32 controlling the brake mechanisms 24, 26 as a function of a pressure signal (much less a park brake control pressure signal). In addition, Rangaswamy fails to disclose the brake mechanisms 24, 26 being controlled by any pressure signal. More specifically, column 4, lines 16-22 of Rangaswamy state:

ECU 32 is coupled exclusively electrically to shifter 18, being coupled to the sensor that is associated with the shifter to signal the particular position selected by the shifter. When the shifter 18 is in the PARK position, ECU 32 processes the corresponding signal from the associated sensor to operate electric park brake motor 28 in a manner that causes brake mechanisms 24 and 26 to perform a parking brake function.

For the reasons discussed above, Rangaswamy fails to disclose, and is not concerned with, a park brake control valve controlling a park brake of a vehicle as a function of a park brake control pressure signal as recited in **claim 1**.

As discussed above, neither Eslinger nor Rangaswamy discloses, or is concerned with, a park brake control valve controlling a park brake of a vehicle as a function of a park brake control pressure signal as recited in **claim 1**. Therefore, **claim 1**, along with **claims 2-13** which depend therefrom, are patentable over the combination of Eslinger and Rangaswamy.

Claim 14 recites a first pressure input port communicating with a park brake control pressure signal. As discussed above, neither Eslinger nor Rangaswamy discloses, or is concerned with, a pressure input port communicating with a park brake control pressure signal as recited in **claim 14**. Therefore, **claim 14**, along with **claims 15-19** which depend therefrom, are patentable over the combination of Eslinger and Rangaswamy.

Claim 20 recites controlling a park brake of a vehicle as a function of a park brake control pressure signal applied to a park brake control valve. As discussed above, neither

Eslinger nor Rangaswamy discloses, or is concerned with, controlling a park brake of a vehicle as a function of a park brake control pressure signal as recited in **claim 20**. Therefore, **claim 20**, along with **claims 21-26** which depend therefrom, are patentable over the combination of Eslinger and Rangaswamy.

CONCLUSION

For the foregoing reasons, it is submitted that the claims of the present application are in condition for allowance. Early notice thereof is respectfully requested.

Respectfully submitted,

CALFEE, HALTER & GRISWOLD LLP

Brian E. Kondas

Brian E. Kondas
Reg. No. 40,685
Customer No. 24024
(216) 622-8308